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TRAV (T-81) and its varieties

by
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The Travelers Insurance Company, through its many offices and agencies, has been a prolific user of perfins. However, the U. S. Perfins Catalog shows only one perfin design for Travelers (T-81). It seems unlikely that only one design could have been used so many years and turned out those thousands of stamps from so many offices.

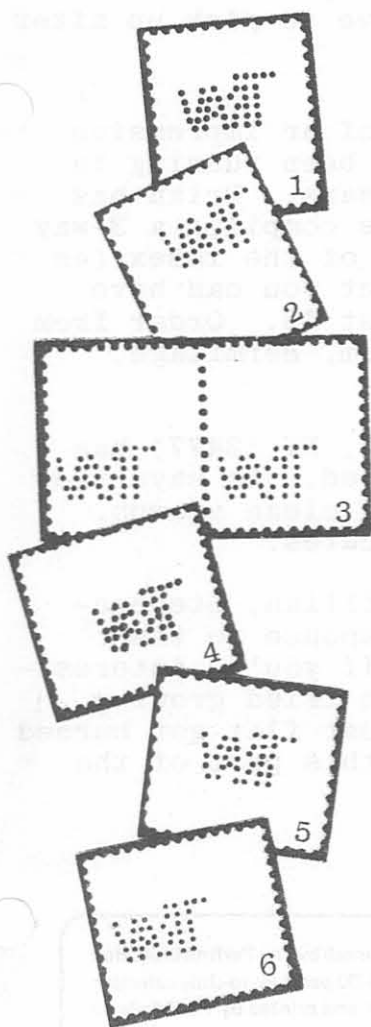
This past spring I contacted catalog chairman Joseph J. Balough regarding a different variety of the TRAV perfin I had found. In response, Joe sent me a sketch of three varieties he knew about. One was the regular T-81, another was the variety I had uncovered, and the third was one in which the second line of the V and A ascends and then drops to the R.

I checked my various TRAV copies and found the variety Balough had sketched--and some others.

- #1 is the regular T-81 as illustrated in the catalog.
- #2 is a regular T-81 but with medium size holes. Both 1 and 2 measure $12\frac{1}{2}$ mm across, hole center to hole center, T to V. The T height is $6\frac{1}{2}$ mm.
- #3 is a pair of the variety uncovered by Balough. In addition to the difference noted above, it is $12\frac{3}{4}$ mm across.
- #4 is the variety I sent to Balough. It has a sloped R rather than the normal straight line and it is only 12 mm across.
- The hole sizes of #4 and #5 are not the same. Could it mean they were made by different machines? The hole sizes of #1 and #4 are similar.
- While seeking a copy of #3 in my own collection, I found #6, which seems to be different. It has smaller holes, the T is $6\frac{1}{4}$ mm high, and the pattern is $12\frac{1}{4}$ mm across.

Note that #4, #5, and #6, all of which were used from 1909 to 1914, are perforated vertically instead of horizontally. This might signify that the machine was designed for this type of perforating rather than the horizontal perforating found on later issues. This is further borne out by measuring the space between the two

--continued on page 4.



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Post Card Accident Ticket Policy.

THE TRAVELERS INSURANCE COMPANY
HARTFORD, CONN.,

HEREBY INSURES the person named in the stub ticket Policy in the possession of the Company bears number and date herewith, against bodily injuries effected the term of this insurance solely by external, violent or dental means in the manner following, subject to the coe and limitations herein contained, to wit:

A. If such injuries shall, independently of all other causes, result in death ninety days from the date of accident, the Company will pay \$5,000 to the executor, administrator or assigns of the insured, or B. If such injuries, independently of other causes, shall, within ninety days from the date of the accident, result in of one or both hands or feet by complete severance through or above the wrist, or joint, the Company will pay the insured \$2,500, or C. If such injuries result in a loss covered by clause A or B for the period commencing with the accident, not exceeding 52 consecutive weeks, during which the insured shall financially and wholly disabled by such injuries, independently of all other cause, performing every duty pertaining to his (or her) business or occupation, the Co

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TRAV designs on the pair shown in #3, which is 8-3/4 mm. This means there should be a design to the right of the T or the left of the V every 8-3/4 to 9 mm on a perforator rigged for the horizontal format. But in the illustration at left, of a bottom-of-the-sheet stamp, there is a full 10 mm space to the right of the T...with no indication of another design.

The variety at left is on a 1908 issue which was replaced by another design in 1909. Indications are that the early TRAV perfins may have been done by single head perforators, with a multi-head perforator coming into use later. Or is it possible that there was a special multi-head perforator designed for the vertical format? Any opinions?

It is clear that the single TRAV perfin shown in the U. S. Catalog isn't the only design that was used. Others should be listed and catalog chairman Joe Balough is willing to make additional listings based on sound evidence of distinct varieties. If you will share your observations with me, I will collate the data and make a further presentation in the Bulletin and to Balough. I would like to have Xerox copies of designs or the loan of the actual stamps if possible, plus the Scott # of the stamp on which the design appears and any postmark information available. And if you have TRAV perfins on cover or card, add any information included there. Write me at 2163 Cumbre Place, El Cajon, CA 92020.

Editor's Note: Here's an opportunity for everyone to add to the knowledge of perfins. Check your TRAV duplicates (you surely have some) and send along your findings.

